

## **AN ADJUSTMENT LEVER FOR A TORSION BAR**

### **ABSTRACT OF THE DISCLOSURE**

A suspension assembly (40) in an automobile vehicle includes a support frame (42), a control arm (44) movable relative to the support frame (42), and a torsion bar (46) connected to the control arm (44) for resisting movement of the control arm (44). An adjustment lever (50, 150, 250, 350, 450, 550, 650) is connected to the torsion bar (46) for placing the torsion bar (46) in torsion. A hub (74, 174, 274, 374, 474, 574, 674) is positioned in a socket in the adjustment lever (50, 150, 250, 350, 450, 550, 650) for connecting the adjustment lever (50, 150, 250, 350, 450, 550, 650) to the torsion bar (46) at a plurality of primary drive positions at first angular increments as defined by a hexagonal connection. The hub (74, 174, 274, 374, 474, 574, 674) is connected to the adjustment lever (50, 150, 250, 350, 450, 550, 650) by an indexing system to allow positioning of the adjustment lever (50, 150, 250, 350, 450, 550, 650) at a plurality of intermediate drive positions other than the first angular increments defined by the hexagonal connection to the torsion bar (46).